

BA- 960

GREEN ROAD IRON BRIDGE - 1910 - Green Road over Little Gunpowder Falls, 1.1 miles north of Sweet Air Road. Pratt-through-truss bridge of wrought iron, four full panels, 97.08-foot span. In generally fair condition per 1977 inspection report. Timber decking. No manufacturer's nameplate.

BA-960

Green Road Bridge over Little Gunpowder Falls
Wrought Iron Bridge Company

GREEN ROAD BRIDGE

BA 960

The history of the Green Road Bridge is somewhat uncertain. The unsubstantiated date of 1910 previously assigned it it seems to be fairly late for a wrought-iron bridge, as none are reported in the engineer's annual report published in the Baltimore County Democrat, February 18, 1911. That report mentioned some reinforced concrete bridges for the year 1910.

Several roads that crossed into Harford County were privately operated turnpikes, so the owners of the roads would have been responsible for building bridges. Some evidence about a bridge between Baltimore and Harford Counties follows. One of the persons on the board of examiners was Dr. Richard Emory, president of the Jarrettsville Turnpike Company and owner of a large house on Jarrettsville Turnpike called "Manor Glen." Dr. Emory lived within a reasonable distance of Green's Road, although a bridge there might have drained away some of the paying traffic from the turnpike. Neither the Towson nor Bel Air newspapers say exactly where the bridge was to be, although they do not mention it as on a turnpike:

A Bridge Over Gunpowder Falls.-- board of examiners William H. Shipley, John B. Slade, and Dr. Richard Emory appointed for a bridge between Baltimore and Harford counties over Little Gunpowder Falls

Maryland Journal, August 15, 1891

Same information in Baltimore County Union, August 15, 1891

Journal of Proceedings, County Commissioners
Vol. 8, f. 499 August 9, 1892:

Ordered that The Treasurer pay the Wrought Iron Bridge Co., of Canton, Ohio, Three Hundred & Ninety one 50/100 Dollars, Balto. Co.'s portion for bridge over Little Gunpowder between Baltimore and Harford Counties.

Journal of Proceedings, County Commissioners
Vol. 8, f. 499 August 24, 1892:

Ordered that the Treasurer pay C. C. McColgan Co. Eighty one and 04/100 Dollars, Baltó. Co.'s proportion of bill for cement used in construction of bridge between Balto. & Harford Cos.

Ordered, That the Treasurer pay W.H. Shipley One Hundred and thirty-one 50/100 Dollars, expenses payable by County in examining and supervising construction of bridge between Balto. & Harford Cos.

Note: This bridge has lost its nameplate, as long ago as 1977. The road was shown in an 1849 plat in a ledger once stored in the Clerk of the Court's vault, Road Record 3, folio 122, where it was called "Old Indian Road."



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SINGLE LANE
BRIDGE AHEAD
10 TONS
SPEED LIMIT

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